among their public buildings; there were 800 at one time for the use of the public, under the emperors, who vied with each other in the splendour of these useful and truly liberal institutions; and which contained not only the various apartments necessary for ablutions of all kinds, but also places for recreation and amusement, libraries, porticos, terraces, crowded with columns, and enriched with precious works of art. In the ruins of the bath of Titus was found the Laocoon; in those of Caracalla were found the Toro Farnese, the Hercules of Glycon, and the Flora (now at Naples); and many fine statues have been discovered in the other baths.

G. R. F.

(To be continued.)

CHURCH-BUILDING INTELLIGENCE, &c.

New Church at Seasalter.—On Monday, the 19th ult., the first stone of this edifice was laid by Sir Brook W. Bridges, Bart., in the presence of a numerous and highly respectable body of spectators, comprising many of the clergy from this district, and the gentry of the surrounding country. Accommodation having been afforded by the Canterbury and Whitstable Railway Company, a great number of persons went from this city to witness the interesting ceremony. Divine service was performed by the Rev. G. T. Dawson, the incumbent; and after the 100th Psalm was sung, the laying of the foundation stone took place. Sir Brook Bridges addressed the large assemblage, congratulating them upon the gratifying event, and was listened to with marked attention and respect. The following is the inscription on the plate of the stone:—"'Glory to God in the highest, and on earth peace; good will towards men.' This foundation stone of the new church, Seasalter, was laid on the 19th of August, in the year of our Lord, 1844, and in the 8th year of the reign of her most gracious Majesty, Queen Victoria, by Sir Brook William Bridges, Bart., of Goodnestone Park. H. Marshall, architect." At the back of the plate are cast the names of the tradespeople employed in the undertaking, as follows:—"W. Knowler, bricklayer; W. Wilson, joiner; J. Marshall, carpenter; J. Bligh, plasterer; H. Jones, mason; G. Homersham; plumber." This church is designed to afford accommodation to 950 persons in the body; the seats are to be unappropriated, and thrown indiscriminately open to the inhabitants of either Seasalter or Whitstable. The cost of the erection is set at 2,751*l.*

New Church near Colchester.—On Tuesday the 27th ult. the first stone of All Saints' Church, for the district of Lexden and Stanway, near Colchester, was laid by Mrs. Papillon, of Lexden House, in the presence of a numerous assemblage of the gentry and parishioners of Lexden and Stanway, and several of the neighbouring clergy; service being performed by the Rev. John Papillon and the Rev. Henry Jenkins, the rectors of the two parishes. The church, which will be built of dark red bricks with stone dressings, in the late Decorated style, consists of a nave 60 feet by 24 feet 6 inches, a chancel 25 feet by 14 feet, a belfry tower, organ transept, vestry, &c., and will accommodate nearly 300 persons, two-thirds of the sittings being free and unappropriated. The architect is Mr. George Russell French, of London, and the builders are Messrs. Fisher and Son, of Stratford and Plaistow, Essex.

Princely Donation.—A short time since an anonymous letter was forwarded to the Bishop of London with the princely sum of 5,000*l.*, and a request to apply the amount "for the erection of a church in the metropolis." Since the receipt, an eligible site for the erection of a sacred edifice has been purchased by some charitable individuals, in Charlotte-street, Fitzroy-square, at a cost of nearly 5,500*l.*, upon which a church will be built for a district which contains a population of more than 16,000 persons.

The Bishop of Gloucester has presented the handsome donation of 100*l.* to St. Andrew's Church, Bristol. The right rev. prelate has forwarded a liberal sum to defray the expenses contingent to the repairs of St. John's Church in that city, and within the last few days his lordship has sent a donation of 25*l.* towards the erection of a parsonage-house to St. John the Evangelist, Clifton.

The Marquis of Lansdowne has presented 20*l.* to the fund for the restoration of St. Mary Redcliffe church, Bristol, which fund now amounts to 5,200*l.*

The first stone of a new church, at Bednall, Staffordshire, was laid last Week, by Lady Margaret Littleton.

RAILWAY INTELLIGENCE.

Norwich and Brandon Railway.—The terminus for this line at Norwich is now in course of erection, and the permanent rails have been laid as far as Carrow-road bridge. The rails will diverge from the Yarmouth line, just above this bridge, crossing Mr. Kerrison's meadows. Men are at work, driving iron piles of great strength for the bridge across the river. A number of men are also at work near Hartford bridges. The line is to pass over two bridges here, one 20 feet and the other 30 feet wide. The road has been diverted for a short distance, and men are cutting through the turnpike, to the depth of 18 feet, where the first bridge is to pass over. To the right of the turnpike, piles have been driven for the second bridge crossing the river. The cuttings here extend through Mr. Thurtell's land to the river, for about 88 feet in length. The works are going on rapidly near Ketteringham, where part of the permanent line has been laid. More than 1,000 men are employed at various points for the whole length of the line to Brandon end, and a great many at Ketteringham, Hethersett, Wymondhan, Spooner Row, &c. Before Christmas, 3,000 men will be employed on this line, including mechanics, bricklayers, &c. A large proportion of the workmen belong to Norfolk, and their wages average 2*s.* 9*d.* per day. Mr. Merritt, under Messrs. Grissell and Peto, is the general contractor for the works. Under him, the sub-contractors for various parts of the line are, Messrs. Weaver, at Trowse; Farrall, at Hartford Bridges; Kershaw and Scrivener, at Ketteringham; Durham, at Wymondham; Mackenzie and Jardine, between Thetford and Brandon. The labourers are employed by these sub-contractors either by the piece or the day.

Northumberland Railway from Newcastle to Berwick-on-Tweed.—A prospectus of another important railway, projected from Newcastle to Berwick-upon-Tweed, has just been issued. The proposed capital is 1,000,000*l.*, the line to be about 60 miles in length, and to be constructed upon the atmospheric principle. The intended route of the line, throughout its entire length, is as nearly as possible in the general direction of the present main turnpike road from Newcastle to Edinburgh, passing by Morpeth and Alnwick, and the populous eastern district of the county. Amongst the provisional committee are Lord Morpeth, Lord Howick, M.P., and Lord Ossulston, M.P., and several other members of Parliament. Should this project obtain the sanction of the legislature, in preference to that proposed by Mr. Hudson, an uninterrupted railway communication will still be effected between London and Edinburgh by the construction of this railway and the North British line, the latter of which has already received the sanction of Parliament. J. K. Brunel, Esq., is the engineer of the line.

Eastern Union Railway.—The works of this railway have now fairly commenced at Brantham and across the valley of the Stour. The house lately occupied by W. Dean, Esq., Brook-street, has been hired for the term of two years as offices for the clerks and others employed in getting out the necessary plans and sections, and carrying on other business connected with the railway. It is intended to carry the line from Ipswich to Bury St. Edmund's, and also from Ipswich to Norwich in a direct route. The proprietors of the Brandon line are most desirous to obtain a branch from Attleburgh to Diss, and the survey is now being made under the directions of J. Locke, Esq., engineer.

George Hudson, Esq., has purchased the Brandling Junction Railway, which runs from Newcastle to Shields and Sunderland, and is, we believe, about 28 miles in length. It is expected that the purchase is on behalf of the Newcastle and Darlington Railway Company.

New Locomotive Power.—A first trial of M. Andrau's new locomotive power, by means of compressed air, was made on Monday, on the Versailles Railroad (left bank), in the presence of Messrs. Bineau and Baude, commissioners appointed by the government of the engineers of the railroad, and a great number of spectators. Although the locomotive was charged upon the low pressure system, because there was not a sufficient power to compress the air to a greater extent, the experiment perfectly succeeded. In expending two or three atmospheres, the locomotive ran a quarter of a league with great rapidity and regularity. The trial is to be repeated in the course of the next month. M. Andrau has for the last four years been engaged in experiments with compressed air.

Blackburn and Preston Railway.—The cutting on this line was commenced on Tuesday, the 20th, near Hoghton Tower, in the neighbourhood of which there will be the heaviest cutting on the whole line. The railway runs through the noble woods which surround the tower, almost on a level with the highest point of King's Hill, which adjoins the hill on which the tower stands. At the south-east side, where the Darwen flows between the two hills, the ravine will be crossed by a viaduct entirely constructed of ashlar masonry, standing 108 feet high, and of three arches of 65 feet span each.

Lynn and Leicester Railway.—After many changes, the proposed line, which was brought forward under this title (afterwards altered to "Midland and Eastern Junction Railway,") is withdrawn as an independent project. It is to form part of the contemplated extension lines of the Midland Company, with whom the promoters have entered into arrangements.—*Railway Record.*

New Railway.—A line of railway from the Lancaster and Carlisle Railway at Kendal to the head of Lake Windermere is projected, thus affording an uninterrupted railway communication from London to the Lake district. This branch line will also give the benefit of a convenient station to the town of Kendal, which the levels of the Lancaster and Carlisle line would not allow.

North British Railway.—Tenders for the formation of twenty miles by this line of railway, commencing at Berwick, were on Wednesday received by the directors at their office in Edinburgh. They were very numerous, and the successful competitors are Messrs. Thompson, of Darlington. Their estimate was 35,000*l.* Operations will be commenced immediately.

London and York Railway.—Mr. Astell, M.P. for Bedfordshire, the chairman of this company, and Mr. E. Beckett Denison, M.P. for Yorkshire, the vice-chairman, with Mr. Locke, the engineer and others, on Wednesday week, had an interview with the Board of Trade.

Extension of the South-Western Railway.—At the close of the meeting on Friday, the directors of the South-Western Company took active steps in respect of an extension of their line to Waterloo-bridge.—*Railway Record.*

A plan for the formation of a railway to connect the metropolis with Richmond has been announced.

More Railways.—A special general meeting of the proprietors of the Preston and Wyre Railway company is convened for the 13th of September, to determine on the propriety of applying to Parliament for powers to make branch railways from Poulton to Blackpool, and from Kirkham to Lytham. It is expected that both these lines will be constructed.

STATUE OF GOETHE.—The colossal bronze statue, from the model of Schwanthaler, intended to ornament one of the squares of Frankfort-on-the-Main, his native place, has been completed. Goethe is represented clad in a mantle, but having his hands free. He wears the simple costume of the present period. His right arm is resting on the trunk of an oak tree, and in his left he holds a laurel crown. His eyes are turned towards heaven. The subjects of the bas reliefs on the pedestal are borrowed from the works of Goethe.

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